

IMPACT OF A MORE FUEL-EFFICIENT FLEET

TABLE 4-2 Case 1: Cost-Efficient Fuel Economy (FE) Analysis for 14-Year Payback (12% Discount Rate)^a

Vehicle Class	Base mpg ^b	Base Adjusted ^c	Low Cost/High mpg			Average			High Cost/Low mpg		
			FE mpg, (%)	Cost (\$)	Savings (\$)	FE mpg, (%)	Cost (\$)	Savings (\$)	FE mpg, (%)	Cost (\$)	Savings (\$)
Cars											
Subcompact	31.3	30.2	38.0 (21)	588	1,018	35.1 (12)	502	694	31.7 (1)	215	234
Compact	30.1	29.1	37.1 (23)	640	1,121	34.3 (14)	561	788	31.0 (3)	290	322
Midsize	27.1	26.2	35.4 (31)	854	1,499	32.6 (20)	791	1,140	29.5 (9)	554	651
Large	24.8	23.9	34.0 (37)	1,023	1,859	31.4 (27)	985	1,494	28.6 (15)	813	1,023
Light trucks											
Small SUVs	24.1	23.3	32.5 (35)	993	1,833	30.0 (25)	959	1,460	27.4 (14)	781	974
Mid SUVs	21.0	20.3	30.2 (44)	1,248	2,441	28.0 (34)	1,254	2,057	25.8 (23)	1,163	1,589
Large SUVs	17.2	16.6	25.7 (49)	1,578	3,198	24.5 (42)	1,629	2,910	23.2 (35)	1,643	2,589
Minivans	23.0	22.2	32.0 (39)	1,108	2,069	29.7 (29)	1,079	1,703	27.3 (19)	949	1,259
Small pickups	23.2	22.4	32.3 (39)	1,091	2,063	29.9 (29)	1,067	1,688	27.4 (18)	933	1,224
Large pickups	18.5	17.9	27.4 (48)	1,427	2,928	25.5 (38)	1,450	2,531	23.7 (28)	1,409	2,078

^aOther key assumptions: See Table 4-1.

^bBase is before downward adjustment of -3.5 percent for future safety and emissions standards.

^cBase after adjustment for future safety and emissions standards (-3.5 percent).

TABLE 4-3 Case 2: Cost-Efficient Fuel Economy (FE) Analysis for 3-Year Payback (Undiscounted)^a

Vehicle Class	Base mpg ^b	Base Adjusted ^c	Low Cost/High mpg			Average			High Cost/Low mpg		
			FE mpg, (%)	Cost (\$)	Savings (\$)	FE mpg, (%)	Cost (\$)	Savings (\$)	FE mpg, (%)	Cost (\$)	Savings (\$)
Cars											
Subcompact	31.3	30.2	33.3 (6)	180	237	30.3 (-3)	11	11	30.2 (-4)	0	0
Compact	30.1	29.1	32.3 (7)	202	268	29.1 (-2)	29	29	29.1 (-4)	0	0
Midsize	27.1	26.2	29.8 (10)	278	363	26.8 (-1)	72	76	26.2 (-4)	0	0
Large	24.8	23.9	28.2 (14)	363	488	25.4 (3)	173	190	23.9 (-4)	0	0
Light trucks											
Small SUVs	24.1	23.3	27.3 (13)	358	492	24.7 (2)	174	193	23.3 (-4)	0	0
Mid SUVs	21.0	20.3	25.0 (19)	497	721	22.7 (8)	341	407	20.3 (-4)	0	0
Large SUVs	17.2	16.6	21.1 (23)	660	992	19.7 (15)	567	740	18.3 (6)	373	424
Minivans	23.0	22.2	26.5 (15)	411	570	24.2 (5)	247	284	22.2 (-4)	0	0
Small pickups	23.2	22.4	26.9 (16)	412	579	24.4 (5)	247	285	22.4 (-4)	0	0
Large pickups	18.5	17.9	22.7 (23)	600	918	20.8 (12)	477	608	18.7 (1)	178	189

^aOther key assumptions: See Table 4-1.

^bBase is before downward adjustment of -3.5 percent for future safety and emissions standards.

^cBase after adjustment for future safety and emissions standards (-3.5 percent).

In Figure 4-6, the committee's curve (NRC) is more optimistic than the Sierra curve and similar to the EEA curve. The ACEEE-Advanced curve, which is based on vehicles as discussed for cars above, is much more optimistic. It uses technology/cost options beyond those used for the committee's cost-efficient optimization.

POTENTIAL IMPACTS ON THE DOMESTIC AUTOMOBILE INDUSTRY

Regulations to increase the fuel economy of vehicles will require investments by automakers in R&D and tooling and will thus increase the costs of new vehicles. They will also